

THE SHIPBUILDERS OF BATH, MAINE

X. The Bowkers of Phippsburg

Along with the Minotts, whom we covered in the last issue of LOG CHIPS, the Bowkers were the principal builders at Phippsburg. They built chiefly on contract rather than for their own account, and during the first two decades of the 20th Century they were building three-masted schooners when nearly every other builder in Maine had turned to larger schooners or barges.

We interviewed Walter Bowker at Bath in 1948, 5 years before his death, but unfortunately we have not yet completely straightened out all the family. The first of whom we have positive knowledge as a shipbuilder was Joseph Bowker. According to Walter Bowker, his grandfather was a builder of Boston coasters. The following list is all the vessels we can positively attribute to him:

1867	Sch	EMMA A. CUTTING	71
1869	Sch	ANNIE G. BOWKER	75
1871	Sch	SASANO	83
1877	Sch	KATE LILLY	92
1875	Sch	MARY B. ROGERS	92

The master carpenter of SASANO is given as Sewall Bowker, but we have no further information on him. Simultaneously, Timothy Bowker was building at Phippsburg; he must have been Joseph's brother or son, and may actually have been associated with him. At any rate, here is the list credited to Timothy B. Bowker at Phippsburg:

1872	Sch	CAMBRIDGE	71
1873	Sch	MARY SANDS	98
1873	Sch	STONY BROOK	63

Joseph Bowker and his second wife, Mary, had a son, Frank Samuel, born 14 Dec. 1846. Frank S. Bowker for some years was Minott's master builder. About 1883 he bought a shipyard site at Phippsburg Center, where he went into business for himself. Later on he took his son Walter Henry (born 14 Dec. 1874) as a partner, and the firm was styled F.S. Bowker & Son. The following list of vessels built by F.S. Bowker or F.S. Bowker & Son is probably not complete:

1871	Slp	GRAY EAGLE	11
1874	Slp	HILO	48
1879	Sch	HENRY L. WYMAN	17
1886	Slp	SABINO	46
1890	3mSch	ABBIE BOWKER	191 *
1891	3mSch	HENRY H. CHAMBERLAIN	245 *

1892	3mSch	WM. H. DAVENPORT	256 *
1893	3mSch	JAMES H. DUDLEY	367 *
1894	Sch	ABENAKI	176
1895	Slp	WALTER E. (Scow)	9
1900	3mSch	HENRY WEILER	400 *
1900	3mSch	JOHN W. DANA	556 *
1901	3mSch	SEGUIN	405
1901	Slp	MASCOT (Scow)	24
1902	3mSch	KATE FEORE	382
1902	Slp	MARION (Scow)	33
1902	3mSch	MADELEINE	463 *
1903	3mSch	DORIS	382
1903	3mSch	GEORGIA D. JENKINS	471
1903	3mSch	FRED W. AYER	387
1904	3mSch	JULIA P. COLE	495
1904	3mSch	PERSIS A. COLWELL	516
1906	4mSch	AUBURN	633
1906	3mSch	HERBERT MAY	384
1907	3mSch	ANTOINETTE	299
1907	3mSch	HORACE M. BICKFORD	503
1909	3mSch	RICHARD W. CLARK	503
1909	3mSch	G. J. CHERRY	533
1910	3mSch	WILLIAM E. LITCHFIELD	542 R&W
1908	3mSch	FRANK B. WITHERBEE	504 R&W
1911	3mSch	EDWARD R. SMITH	565 R&W
1912	3mSch	EDWIN G. FARRAR	556 R&W
1913	3mSch	WILLIAM M. CRITCHETT	544 R&W
1914	3mSch	ALBERT H. WILLIS	567 R&W
1915	3mSch	GEORGE S. SMITH	577 R&W
1916	3mSch	JAMES M. W. HALL	572 R&W
1917	4mSch	ALICE M. KAFKA	686
1917	3mSch	MARGARET L. ROBERTS	535
1918	4mSch	JOHN R. FOX	741
1919	4mSch	MARY STUART	726
1920	4mSch	AMELIA ZEMAN	738
1921	4mSch	LAURA ANNIE BARNES	698

F.S. Bowker was managing owner of the vessels marked with an asterisk; Rogers & Webb of Boston managed 8 as indicated; and the rest were owned widely. Timothy B. Bowker is listed as master carpenter of the ABBIE BOWKER (which was named for a cousin of Walter Bowker). In her ownership, Charles V. Minott and F.S. Bowker each held 1/16 and Wm. R. Bowker had 1/64. The latter also owned 1/2 of the scow sloop WALTER E.

The ABBIE BOWKER was considered (cntd. p. 5)

CONTENTS OF THIS ISSUE

BOOK REVIEWS.....	2
GERMAN SAILING SHIPS IN WORLD WAR I by HAROLD HUYCKE.....	6
SAILING VESSELS BUILT IN THE UNITED KINGDOM, 1878.....	8
SAILING SHIP NEWS.....	12

BOOK REVIEWS

TRAUNG, Jan-Olof (Editor), "Fishing boats of the world," xx, 579, xlvii pp; 604 figs; index. Fishing News, London, 1955. Price £4. 10. 0. or \$12.50.

In 1953 the Food and Agriculture Organization of the United Nations held an International Fishing Boat Congress, with sessions at Paris, France; and Miami, Florida. Over 150 experts in various phases of the subject participated in the sessions, which were broken down into the general fields of boat types, naval architecture, engineering, and factory ships.

The transactions of the Congress, which have been edited for publication by a FAO staff naval architect, form a fascinating and valuable record of the present-day fishing craft of almost every country of the world. The east and west coasts of North America are well represented, with H.I. Chapelle and H.C. Hanson furnishing valuable sets of data. West Pakistan is also covered, with an extensive series of line drawings of local types, and there is a similar series on Portugal.

For larger powered types, there are articles on Dutch, French, Spanish, Irish, German, and Japanese trawlers or pelagic fishing vessels. A paper by Dwight S. Simpson on the development of the New England trawler is an important historical contribution.

The other topics covered are equally well handled, and the result is a book that for years to come will be freely consulted as the standard work of its kind.

RICHARDSON, K.I.T., "The Gyroscope Applied," 384 pp; 222 ill; index. Philosophical Library, N.Y., 1954. Price \$15.00

The gyroscope has several maritime applications: to the steering of ships, to the elimination of rolling, to the directing of naval gunfire, to mention a few, and this book goes into them fully.

The author first takes up the basic principles of the gyroscope, reserving the mathematical theory for an appendix, and then tells its history. It is interesting to note that Foucault devised a gyroscope in 1852 as an additional demonstration of the earth's rotation to his pendulum, and he coined its present name, meaning an "instrument for viewing rotation."

There are six very complete chapters on the gyro compass and automatic steering control, followed by three on ship stabilization. Future use in space ships is touched on briefly.

PETREJUS, E.W., "De Bomschuit: een verdwenen scheepstype," 111 pp, 79 figs, 31 pl. Maritiem Museum "Prins Hendrik," Rotterdam, 1954.

The "pom," "bomschuit," or "pink," was a heavily-built, nearly square-ended clinker-built fishing vessel, designed to operate over the beaches of such North Sea ports as Katwijk and Scheveningen. In 1951, Jb. van der Ende, son of one of the last builders of the craft, presented the "Prins Hendrik" Museum with a set of drawings of them and a manuscript describing their construction and operation in great detail.

From these sources, the well-known marine artist and writer, E.W. Petrejus, has put together this book. It commences with a history of the coastal fisheries and of the development of the bom; then completely describes their construction, with numerous beautifully-executed drawings; and finally tells of the fishing gear used with them.

The illustrations include both reproductions of paintings and etchings of boms by the Dutch masters and photographs of more recent versions of the type. There is also a color plate showing the marks and devices by which 72 different boms were distinguished at Scheveningen about 1890.

Each chapter is provided with an unobtrusive set of notes. Appendices give the measurements of a pink after Witsen, 1671; an inventory of another in 1759; and a table of recorded dimensions from 1531 to 1895. This book is an excellent example of a monograph on a single vessel type, and should be consulted by anyone interested in the technical side of wooden shipbuilding.

EADDY, P.A., "Sails beneath the Southern Cross," 196 pp; 21 pl; index. A.H. & A.W. Reed, Wellington, N.Z., 1954. Price 17s 6d or \$2.50.

The author of this delightful book arrived in New Zealand in 1883 in the Shaw, Savill bark CLYDE as a one-year-old passenger. In 1901 he first went deep water on a trading voyage in the barkentine YSABEL to Tonga and others of the islands to the north of New Zealand. Later he made another deep-water voyage described in his book "Hull Down," and his service in the New Zealand schooner scows formed the basis of "Neath Swating Spars" in 1939.

In this book, Mr. Eaddy tells of a great many vessels, mostly barks and barkentines engaged in trade between New Zealand and

Australia. It is a hard book to classify, all the vessels of the German Navy and Air as it is partly narrative of the author's Force during World War II, gives particular sailing and partly history. There is lars of their armor, armament, dimensions, an excellent set of illustrations of craft and machinery, and tells what became of mentioned in the text.

"Flaggenkunde," 68 pp; 300 ill. Kurt Schroeder, Bonn, 1953. Price DM 4.50 (\$1.10). A system of symbols and abbreviations permits many more data to be included than the small size of the volume would indicate. The war losses are broken down very thoroughly by causes.

This little book opens with a short essay on the history of the black-red-gold flag of the Bonn Republic, by Albert Franz, and then presents 300 colored illustrations of contemporary flags of the world and flags of German provinces and cities.

Information on local German banners is hard to come by, and anyone interested in such matters will find this book a useful reference source.

WALTON, E.W. Kevin, "Two years in the Antarctic," 194 pp; 6 ill; 29 pl; index. Philosophical Library, New York, 1955. Price \$4.75.

The two years of the title were 1946 and 1947. The author, an engineering lieutenant in the Royal Navy, was a member of the Falklands Islands Dependencies Survey under Surgeon-Commander Bingham, R.N., which occupied several bases in the Palmer Peninsula (or Graham Land, as the British call it). Walton was stationed at Debenham Island in Marguerite Bay, and in March 1947 the American ship PORT OF BEAUMONT appeared with Finn Ronne's expedition, which set up camp a few miles away at Stonington I.

The 1940 American camp there had been looted by various expeditions in the interim (Walton gives the Chileans and Argentines the credit), and its pillaged state was the cause of considerable coolness between the two parties at first; but eventually cordial relations were set up, and the two groups finally cooperated in surveying the peninsula. Both parties would probably still be there had not the U.S. icebreakers EDISTO and BURTON ISLAND shown up in February 1948 and broken a passage for the JOHN BISCOE and PORT OF BEAUMONT.

Exploring is said to get in the blood, and Walton is no exception: he dates his preface "somewhere west of Greenland and north of the Arctic Circle. August 1954."

GRÜNER, Erich, "Die Schiffe der Deutschen Kriegsmarine und Luftwaffe 1939-45 und ihr Verbleib," 84 pp; ill. J.F. Lehmanns Verlag, München, 1954. Price DM 9.60 (\$2.30).

This little book gives a tremendous amount of information in extremely condensed form. It provides recognition sketches of

"La Marina Italiana nella Seconda Guerra Mondiale. Navi perdute." Tomo II- Navi Mercantili, 357 pp, index. Istituto Poligrafico dello Stato, Roma, 1952. Price Lire 1100 or \$1.75.

This is another book of war losses, prepared by the Italian Office of Naval History. The first volume covered warships, and volume II is a list of merchant ships of the Italian marine lost during World War II.

The arrangement is chronological, giving name, type, year built, tonnage, owner, and date and cause of loss. There are separate lists of powered vessels and sail vessels, of ships lost through capture, and of war-connected losses before and after the period that Italy was combatant.

BATTSON, R.K., "Modelling Tudor ships," x, 78 pp; 45 figs. Percival Marshall & Co., Ltd., London, 1955. Price 4/6 (65¢).

This little volume is another in the excellent series published by Percival Marshall for the benefit of the modeller who has graduated from assembling kits but is not in a position to do extensive research before undertaking a new model.

Mr. Battson has written a book to go with a set of plans of Drake's GOLDEN HIND of 1580, prepared by the late Clive Millward (see "Ships & Ship Models" for Feb. 1940). The result is a built-up model 15" long (scale 1/60), of a truly historic vessel.

SPENGEMANN, Friedrich, "Afrikafahrer," 136 pp, 8 ill. The author: Bremen/St. Magnus, 1954. Price DM 10 or \$2.40.

This latest addition to the series of Herr Spengemann's booklets is a history of German trade with Africa during the sailing ship period. It is a more pleasant history than that of most nations, as there are only two cases in the 19th Century where German vessels were accused of slaving, and these are more than offset by the activities of the Basel Missionary Society, which sailed its ships under the Hanoverian and Prussian flags.

MILLWARD, C.N., "Modelling the REVENGE," 85 pp, 83 figs. Percival Marshall & Co., Ltd., London, 1955. Price 5/- or 70¢.

This is another little book on a Tudor vessel, the REVENGE being Drake's flagship of 1580. It is also designed for use in connection with a set of Clive Millward plans, which at 1/96 scale give a hull 17" long. The bread-and-butter method is used for the hull.

Edited by E. Bowness, the book is illustrated with an exceptionally well drawn set of figures, showing everything from an anchor buoy to a stern lantern. Although the REVENGE herself is perhaps of less interest to Americans than some of her contemporaries that carried expeditions to North America, the data in this book are equally pertinent to any large English vessels of the late 16th Century.

HANDELS OG SKIFTSMUSEET PÅ KRONBORG, Årbog 1954, 160 pp; ill. Helsingør, 1954.

The yearbook for 1954 includes an article on 18th Century ships depicted on Dutch tiles; an account of the shipbuilder E.C. Benzon of Nykøbing (1825-1912), with a list of 79 vessels built by him and plans of a jagt-schooner of 1871; and a history of the Danish Asiatic Company's frigate DISCO of 1778, with detailed construction and sail plans. The latter is particularly interesting as a contemporary of our Revolutionary frigates, and the plans give more details than are available for the American vessels, even of those captured and studied in British dockyards.

BATTSON, R.K., "The Shipmodeller's Workshop," 81 pp; 74 figs. Percival Marshall, London, 1954. Price 3/6 (50¢).

First published in 1950, this book has been revised and reprinted. It is not, as the title might suggest, a description of the tools and devices used in building ship models, but instead is a sort of glossary of ship fittings, from anchors to yards, of all periods and for both scale and sailing models.

Obviously in 81 pages only the high spots can be touched on, but there are a number of useful hints and dodges which will repay study by the modeller.

DOG WATCH, No. 11, 144 pp; ill. Shiplovers' Society of Victoria, Melbourne, 1954. Price 4/6 (55¢).

The usual fascinating mixture of history and personal reminiscences is continued in

this year's edition of the yearbook, edited as previously by Miss S.A.E. Strom. There is a foreword by Alan Villiers. Particularly notable are accounts of the Aberdeen liner SALAMIS, the Blackwallier SUPERB, and the early steamer GREAT BRITAIN.

LAUDER, J.P., and R.H. BIGGS, "Ships in bottles," 74 pp; 45 figs; glossary; index. London, Percival Marshall & Co. Ltd. Reprinted 1954. Price 3/6 or 50¢.

First published in 1949, this volume is a complete treatise on the art of assembling models inside bottles or other glass containers, a craft that never ceases to mystify the uninitiated, but which is after all fairly simple of accomplishment. As a hobby, ships in bottles have much to recommend them in comparison with other forms of model making: the products are compact, easy to stow, and no trouble at all to keep clean.

The authors have covered rather thoroughly all phases of the art, which used to be practiced extensively in ships' forecastles, except for the final detail of fashioning a wedged stopper. The latter, properly done, can be as mystifying as the ship itself, and those sceptics who declare that the bottle was blown around the ship, or that the ship was inserted through a carefully concealed hole, are invariably unable to account for a cork that cannot be withdrawn in either direction.

KIRCHEISS, Carl, "Wasser, Wind und weite Welt; als Schiffsjunge um die Erde," 310 pp; glossary; illustrated end-papers. C. Beterlsmann Verlag, Hamburg, 1954. Price DM 6.85 or \$1.70.

Captain Kircheiss, who will be recognized as von Luckner's navigator in the SEE-ADLER, was born in Harburg in 1887, the son of an innkeeper. This book tells of his early days in a few pages and then describes his first going to sea as boy and O.S. in the bark NÜRNBERG (ex CARNARVON CASTLE) between 1901 and 1904. It is a delightful tale, full of sea lore, and illustrated with pen drawings.

BLISS, James & Co., Inc., "Scale Models; 1954 catalog," 55 pp; ill; index. James Bliss & Co., Boston, 1954. Price 25¢.

The century-old Boston shipchandlery of James Bliss now has a flourishing model department. Their catalog lists a wide range of kits, plans, fittings, and materials for all types of models.

FORBES, Allen, "Whale ships and whaling scenes as portrayed by Benjamin Russell," 76 pp; ill. in color. Second Bank-State Street Trust Co., Boston, Mass., 1955.

The State Street Trust Company issued 38 illustrated brochures on various historical subjects, chiefly maritime, and now, in a new corporate identity, continues the series.

This one is devoted to the works of Benjamin Russell of New Bedford (1804-1885), who, when nearly 60, took up water-color ship portraiture. His products were mostly whalers, as the title suggests, but there are also two coasting schooners illustrated. Another useful illustration is of a broadside sheet of New Bedford private signals, about 1837.

"Merchant ships: world built; vessels of 1000 tons gross and over completed in 1954," 264 pp; ill. Adlard Coles Lim., Southampton, in association with John de Graff, Inc., New York, 1955. Price \$5.00.

The third in a series of yearbooks which started with "Merchant ships: British built," this volume gives a complete list of all vessels over 1000 tons built during 1954, with owner, builder, dimensions, and machinery details. Of these, about 160 are illustrated with photographs, and there are 20 arrangement plans or profiles.

The Italian CRISTOFORO COLOMBO and the P. & O. ARCADIA, both of 29,000-plus tons were the largest passenger vessels of the year, and both are fully described. The biggest cargo vessel on a gross tonnage basis was the German-built tanker AL-MALIK-SAUD AL-AWAL (46,548 DW) and on a deadweight basis was the Japanese-built ore carrier ORE TRANSPORT (60,457 DW and 21,690 gross).

THE BOWKERS OF PHIPPSBURG (contd. from p.1)
the first vessel built by F.S. Bowker on his own account; she and the H.H. CHAMBERLAIN were built about a mile up the Kennebec from the place at Phippsburg Center just below the Minott yard where the Bowkers later conducted their operations. F.S. Bowker served a term in the Maine House of Representatives in 1911; he died in 1928.

Walter Bowker got back into wooden shipbuilding during World War II. He was first associated with a man from Portland, Me., who was bidding on wooden barges to be constructed for the War Shipping Administration; but they bid high and did not receive an award. Later he served as an inspector

for the War Shipping Administration for the building of two groups of these barges, the WHITE OAK and WHITE OAK II at the Belfast, Me., yard of Jackson Bros., Belfast Shipbuilding Corporation, and the WHITE ASH, WHITE ASH II, and WHITE ASH III at the Richmond Shipbuilding Corp. yard at South Gardiner. These were B3-F1 barges about 180 x 35 x 17 ft., carrying about 1440 tons and grossing about 860, completed in 1943.

As almost the sole supporters of the three-masted schooner in Maine, the Bowkers found their know-how in considerable demand during World War I, and they made molds for less experienced builders to use in yards from East Boothbay to Mobile. Lew Parker tells us that only two simple drawings accompanied the molds, all the rest being up to the individual builders.

It is not easy after this lapse of time to identify the vessels built to Bowker designs. Lew Parker credits them with the three four-masters built at Lino-leumville, Staten I., in 1918-20: AZUA, R.R. GOVIN, and TOLINA. The JERE G. SHAW, at Biddeford, Me., in 1918, is another. The FRANK A. MOREY, a three-master at Rockland in 1917, was mentioned to us by Mr. Bowker, and her dimensions were very close to those of the GEORGE S. SMITH. Two three-masters built by R.L. Bean at Camden in 1909, the FRANK E. SWAIN and FRANK M. LOW are also likely candidates; all three of these were built for Rogers and Webb.

The Mobile schooner might have been RENA A. MURPHY in 1918, a couple of feet shoaler than the Maine-built schooners but with dimensions otherwise agreeing with the Bowker model. Mr. Bowker told us in 1948 that a set of his molds, from which Fields Pendleton had built one schooner, was still in an attic in Phippsburg.

It was the custom of the Phippsburg builders to build only in the summer. The big Minott square-riggers would take two summers to complete. The builders spent the winter getting out materials, and the men chopped wood. The carpenters lived all winter on credit from the store run by the Minotts at Phippsburg. Many of the carpenters in the period just before World War I came up from Nova Scotia to work at Phippsburg. They were paid \$1.75 for a 10-hour day. The week was 55 hours, and they were paid each Saturday noon for their time up to Friday night.

GERMAN SAILING VESSELS AND WORLD WAR I.

Virtually the entire German merchant fleet as it existed in 1914 was lost or confiscated as a result of the first World War. Of the sailing vessels, some were interned in belligerent enemy ports in August 1914, some were captured by the British and French Navies on the high seas, and many took shelter in neutral ports. Later Portugal, U.S.A., Peru, and Brazil entered the war and seized the German shipping in their ports. Thus, only those ships in German, Mexican, Chilean, Spanish and other neutral harbors remained under German control at the end of 1918.

Under the Treaty of Versailles, all German vessels over 1600 gross tons and half of those from 1000 to 1600 had to be handed over to the Reparation Commission as partial replacement for Allied vessels sunk or damaged during the war. The Treaty went into effect on 10 Jan. 1920, but it was some time before action was taken to move the vessels in the Pacific. In September 1920 the steamer LUCIE WOERMANN left Hamburg for Panama and the West Coast of South America with 850 German seamen to man the vessels in Chilean waters. Her disorderly voyage was described in Jan Valtin's book "Out of the Night." Most of the vessels in Chilean waters sailed around the Horn under the German flag with nitrate to European ports, and were then transferred to Great Britain, France, Italy or Greece for disposal.

A few, notably of the Laeisz fleet, were repurchased by their former owners; many were laid up until sold for scrap; a few went to sea again under the German, Finnish, and Danzig flags. The vessels in Mexican ports were first announced as taking grain from Portland, Oregon, to Europe, but in October 1920 it was decided to send their crews home, and beginning in February 1921 the vessels were towed to San Francisco, where most were purchased by the Dollar Line.

Harold Huycke of Tacoma, Washington, has compiled for us the following list of German sailing vessels as of 1914. Arranged in fleets by owners, it gives ship's name, country and year built (U.K. is United Kingdom, Fr is France, Ge is Germany, Ho is Holland, etc.), the port where the vessel took shelter at the start of the war, the Allied country that seized or captured her (with year) or the country to which allocated by the Reparation Commission under Versailles, the last known name and flag under which the vessel actively sailed, and her final fate.

F. Laeisz, Hamburg.

PAMIR	Ge '05	Teneriffe	Italy	German PAMIR	Still going
PARMA	UK '02	Iquique	Britain	Finnish PARMA	Scrapped 1937.
PASSAT	Ge '11	Iquique	France	German PASSAT	Still afloat
PEIHO	UK '02	Caleta Buena	Britain	German PEIHO	Wrecked Mar. '23.
PEKING	Ge '11	Valparaiso	Italy	German PEKING	Tr. sh. ARETHUSA 1932.
PELIKAN	Ho '05	Valparaiso	Britain?	Norwegian BELLCO	Scrapped 1926.
PENANG	Ge '05	Hamburg	?	Finnish PENANG	Torpedoed June 1940.
PERIM	UK '03	Antwerp	Italy		Scrapped 1924.
PERKEO	UK '01	at sea	Britain	'14. Norwegian BELL	Torpedoed March 1916.
PETSCHILI	Ge '03	Valparaiso	---	Wrecked at Valparaiso	12 July 1919.
PINGUIN	It '03	Hamburg	France	French JACOBSEN	Scrapped 1924.
PINNAS	UK '02	Valparaiso	France	German PINNAS	Abnd. April 1929.
PIRNA	Ge '94	Hamburg	Italy	Italian PINUS.	? Scrapped 1926?
POMMIERN	UK '03	Valparaiso	Greece	Finnish POMMIERN	Now at Mariehamn.
PONAPE	It '03	at sea	G. Brit.	'14 Finnish PONAPE	Scrapped 1936.
POTOSI	Ge '95	Valparaiso	France	Chilean LAURA	Sunk 19 Oct. 1925.

The Laeisz line in 1916 and 1917 sold all their vessels laid up in German ports, and proceeded with the construction of two more. One, POLA, completed in 1917, had to be handed over to France; as RICHELIEU she ended as a barge at Baltimore, Md., after an explosion on board in 1926, and was scrapped about 1933. The PRIWALL, not quite ready for sea when the Versailles Treaty was signed, was retained by Laeisz, after some fast talking by Laeisz partner Paul Genssauge in London, even though the Treaty specifically mentioned vessels building, as among those to be handed over. (At this point we wish to correct an error on p. 136 of the last issue of LOG CHIPS, where we stated that the book "F L" incorrectly called PRIWALL ex POLA. The book actually says that PRIWALL like POLA (not as POLA) was built in 1916-19). The line also sold POTOSI in 1920, and bought back PINNAS and the first five vessels in the above list from the Reparation Commission in 1921-24.

Rhederei-Aktien-Gesellschaft von 1896, Hamburg.

ATHENE	UK '92 Sydney, NSW	Austr. '15	COOROY, British.	Torpedoed Aug. '17.
ERATO	UK '90 Hamburg	Sold Finn. '20	Swedish ERATO	? Scrapped 1924?
HEBE	UK '91 Mollendo	Peru 1917	Peruv. CONTRAMAESTRE DUENAS.	?
MAIPO	Ge '93 Callao	Peru 1917	Peruvian MAIPO,	Nightclub MALABOO '55.
MELPOMENE	UK '91 at sea	G. Brit. '14	Norweg. SOLGRAN	Sunk 1917?
OCEANA	UK '92 Antofagasta	Italy	Italian OCEANA.	? Scrapped '22/3?
ODESSA	UK '88 at sea	G. Brit. '14	Norweg. HIPPALOS	Scrapped 1925
OLINDA	UK '03 Newcastle NSW	G. Brit. '15	British CARDINIA	Wrecked Sep. 1921.
OLIVA	UK '01 Valparaiso	France	Peruvian DHARMA	Trading 1925.
OLONA	UK '03 at sea	G. Brit. '14	Norwegian STELLA.	Wrecked Nov. '20.
OLYMPIA	Ho '04 Iquique	Italy	Italian OLYMPIA.	? Scrapped 1926?
OMAHA	Ge '91 Caldera	France	German OMAHA	? Scrapped 1924?
OMEGA	UK '87 Callao	Peru 1917	Peruvian OMEGA	Still going.
ONDA	UK '93 Mejillones	France	German ONDA	? Scrapped 1922?
OPHELIA	UK '91 Caleta Colosa "		German OPHELIA	? Scrapped 1922?
ORLANDA	Ge '92 at sea	G. Brit. '14	British CARDONIA	? Sunk 1917?
OROTAVA	UK '01 Sta. Rosalia	France	Amer. JAMES DOLLAR	Afloat as barge.
OSSA	UK '02 at sea	G. Brit. '14	British KINPURNEY	Sunk by U-Boat 1917.
OSTARA	UK '96 Pisagua	Italy	German OSTARA	? Scrapped 1922?
OTTAWA	UK '88 San Fran.	U.S. 1917	Amer. NUSCOOTA	Hulked 1924.
TERPSI CHORE	UK '83 Limerick	G. Brit. '15	British TERPSICHORE	Hulked 1923.
URANIA	UK '02 at sea	G. Brit. '14	British SCALA SHELL,	steam tanker.

Knöhr & Burchard Nfl., Hamburg

BARBEBEK	UK '86 at sea	France '14	French PACIFIQUE	? Scrapped 1922?
DALBEK	UK '92 Portland, O.	U.S. 1917	Amer. MONONGAMELA	Barge '36; lost '43.
EILBEK	UK '92 Delfzyl	?	German TAMARA XV	Scrapped 1924-5.
FLOTTBEK	UK '91 Antofagasta	France	German FLOTTBEK	? Scrapped 1922?
GOLDBEK	UK '93 at sea	Gt. Brit. '14	Norwegian STEINSUND	Missing Apr. 1920.
ISEBEK	UK '92 Valparaiso	France	Chilean MARIA	Wrecked Jan. 1926
JERSBEK	UK '92 Corral	France	German JERSBEK	Hulked 1922.
LASBEK	UK '94 Guaymas, Mex.	"	German LASBEK	Scrapped 1930.
OSTERBEK	UK '90 Antofagasta	Britain	German VALBORG SKOGLAND;	scrapped '24.
REINBEK	UK '89 Sta. Rosalia	France	German REINBEK	Scrapped 1929.
SCHIFFBEK	UK '86 ?	Portug. '17	Port. SANTA MARIA	Burned Sept. '18.
SCHURBEK	UK '02 Sta. Rosalia	Italy	Amer. JOSEPH DOLLAR	Hulked 1929.
SCHWARZENBEK	UK '92 Cardiff	G. Brit. '15	British LLANDAFF	Missing 1916.
STEINBEK	UK '92 Puget Snd.	U.S. 1917	Amer. STAR OF FALKLAND	Wrecked 1928.
TARPENBEK	UK '92 Antofagasta	Britain	German TAMARA XII.	Wrecked 1923.
THIELBEK	UK '93 Sta. Rosalia	"	Amer. DAVID DOLLAR	Scrapped 1929.
WANDSBEK	UK '92 Sta. Rosalia	Italy	Wrecked at Santa Rosalia	1924.

August Bolten, Wm. Millers Nachfolger, Hamburg

(some of the vessels were managed for Vinnen Gebr., Bremen)

CARL	UK '93 Cardiff	G. Brit. '15	British CARL	? Sunk 1917?
ELFRIEDA	UK '73 Bristol	G. Brit. '15	British CLEVEDON	Hulked 1922
GUSTAV	UK '92 Mejillones	France	Finnish MELBOURNE	Lost June 1932
HELIOS	Ge '91 Taltal	(under Versailles size)	Ger. HELIOS	? Scrapped 1926?
HENRIETTE	UK '85 ?	Brazil '17	Braz. ALMIRANTE SALDANIA.	? Scrapped '27?
LENI	Ge '91 Mejillones	Italy	German LENI	? Scrapped 1922?
ULRICH	UK '92 at sea	G. Brit. '14	Norweg. SYDNAES	Abandoned Mar. '20.

G. J. H. Stiemers & Co., Hamburg

EDMUND	UK '91 Iquique	France	French FAULCONNIER	Scrapped 1923.
EGON	UK '02 Sta. Rosalia	Italy	Amer. JANET DOLLAR	Hulked 1927.
HANS	UK '04 Sta. Rosalia	Britain	Port. CIDADE DO PORTO	Dismantled 1948.
HERBERT	UK '92 Iquique	France	Ger. LEIKENHAFEN	Wrecked June '24.
KURT	UK '04 Astoria, O.	U.S. '17	Finn. MOSHULU	Now hulk, Sweden.

(The above data on HERBERT correct pp. 9 and 140-141 of "Windjammers Significant")
(to be concluded)

SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1878

	S.P. Austin & Hunter, Sunderland		
OBERON	Bark	762	Gerd Bolte, Elsfleth. 1920 lost on W coast Jutland.
TRITON	Bark	759	Gerd Bolte, Elsfleth 1913 lost on Raratonga.
John Blumer, Sunderland			
PENDLE HILL	Bktn	234	Wm. Price, Whitehaven. 1910 hulked Australia.
William Doxford & Sons, Pallion, Sunderland			
DUNCOW	Ship	1715	John Houston, Liverpool
MICHELE BIANCHI			Bianchi, Spezia
VESUVIO			A. Borelli, Torre del Greco. Scrapped 1914, Genoa.
GLANIVOR	Bark	1115	David P. Williams, Carnarvon
NOSTRA SIGNORA DELLE GRAZIE			(Italian)
TERESA			1913 P. Vidal, Barcelona
PEDRO			1918 Hijos de Pedro Catasus, Barcelona. Broken up 1935.
MOEL RHIWAN	Bark	1117	Wm. E. Jones, Carnarvon. Abnd. 13 Feb. 1884 off Lundy.
SCOTTISH ADMIRAL	Bark	986	McIlwraith, McEacharn & Co., London. Sank Feb. 1894.
Gibbon, Sunderland			
CRICKET (WOOD)	Bark	333	Wm. C. Jarvis, Liverpool
James Laing, Sunderland			
FOXGLOVE	Bark	879	Robert H. Gayner, Sunderland
THORA			1897 C.L. Endresen, Kristiansand. Jul. '10 wrecked N. Zea.
Mounsey & Foster, Sunderland.			
GWALIA	Ship	1425	Arvon Shipp. Co., Liverpool. Wrecked 13 Feb. 1880.
MEIRION	Ship	1420	Arvon Shipp. Co., Liverpool. Wrecked 7 Sept. 1879.
Osbourne, Graham & Co., Hylton, Sunderland			
ALEXA	Bark	441	Walter Turnbull & Co., Wellington, N.Z.
MONA	Bark	1073	John Owen, Liverpool.
Wm. Pickersgill & Sons, Southwick, Sunderland			
CALEDONIA (WOOD)	Bktn	324	John Duncan Jr., Banff
ELEANOR & JANE "	Sch	125	Owen Owen, Aberystwith
JANE (WOOD)	Bktn	266	J. & J. Denholm, Greenock
POLLY (WOOD)	Bktn	255	J. & J. Denholm, Greenock
THEMIS			E. Föllin, Fecamp.
Robert Thompson, Jr., Sunderland			
REMONSTRANT	Bark	1078	Robert Conaway & Co., Liverpool. Submarined Aug. 1918
THORNE	Bark	905	Dixon, Irwin & Co., Liverpool. 25 Jan. '90 lost I. of Man.
W. Gray & Co., West Hartlepool			
LIBURNIAN	Ship	1543	J. Lidgett & Sons, London
Richardson, Duck & Co., Stockton-on-Tees			
SIERRA COLONNA	Ship	1499	Thompson, Anderson & Co., Liverpool
COLONNA			1903 J.A. Henschien, Lillesand. 1914 sold in Australia.
Dyer, New Shoreham			
OLIVE BRANCH (WD)	Sch	112	Miss Mary Frances Dyer, London
OSMAN PACHA (WD)	Bark	509	Builder Missing March 1892 Indian Ocean.

April 1955

John T. Crampton, Landport, Portsmouth, Hampshire
 DAHLIA (WOOD) Bktn 386 Builder.

Oswald, Mordaunt & Co., Southampton
 CYPROMENE Ship 1889 Henry Fernie & Sons, Liverpool. Aug. '03 damgd. Salina Cr.
 MONTEREY (barge) 1904 Wm. Matson, San Francisco. 5m. bktn 1919; broken up '34.
 LEE Ship 1485 James Nourse, London. Lost W. Indies 29 March 1882.

Philip & Son, Dartmouth
 ALBERT VICTOR Bktn 263 Robert Putt, Brixham (WOOD)
 BRETAGNE Gillet-Bellet & cie, Fecamp.

Evans, Salcombe
 CREOLE (WOOD) Brig 289 Richard H. Sladen & Co., Salcombe

Harvey & Co., Hayle, Cornwall
 PENWITH Bktn 289 David W. Bain & Co., Hayle. Missing 1880.

Newport Drydock Wood & Iron Shipbuilding & Ship Repairing Co. Lim.
 ALICE LYNE (WD) Bktn 303 Builders, Newport, Mon.
 FLORA

Warlow, Neyland, Pembrokeshire
 CYPRUS (WOOD) Bark 533 Hugh Hogarth, Ardrossan

Evans, Aberystwith
 CAROLINE SPOONER Bark 684 John F. Evans, Aberystwith (WOOD)

Ebenezer Roberts, Portmadoc
 MARIE AGATHE 3mSch 199 John Roberts & Co., Carnarvon. (WOOD)
 TONY KROGMANN Bktn 271 Builder, Carnarvon (WOOD) Missing c.1888.

R. & J. Evans & Co., Liverpool
 CRAIGWHINNIE Bark 859 Wm. Killey & Co., Liverpool. Dec. '99 wrecked S. Wales.
 MAUDE Bark 1108 Thomas H. Johnson & Co., Liverpool

W. H. Potter & Son, Liverpool
 WINDERMERE Bark 1240 Fisher & Sprott, Liverpool. Lost Calif. coast 1883.

T. Royden & Sons, Liverpool
 A. C. DE FREITAS Bark 1042 A.R.F. de Freitas, Hamburg
 BANKVILLE W. Just & Co., Liverpool. Abnd. off C. Horn, Apr. 1896.
 KNIGHT OF THE THISTLE S 1489 Greenshields, Cowie & Co., Liverpool
 HOPPET
 NOVO 1907 Skibs A/S Novo (Bendix J. Grefstad), Arendal
 DON DIEGO 1927 H.E. Wolden, Montevideo. Broken up May 1928.
 LARNACA Ship 1497 Builders
 MINTARO Broken up 1910.

Noble & Co., Barrow-in-Furness
 CHARLES & ELLEN Sch 158 Wm. Postlethwaite, Barrow
 MANX QUEEN Bark 317 Robert G. Karran, Castletown, I.O.M.

Whitehaven Shipbuilding Co., Whitehaven
 CRUMMOCK WATER Bark 1033 Jackson & Metcalf, Liverpool
 NOSTRA SIGNORA DEL ROSARIO (Italian) Missing since February 1914.
 EDDERSIDE Ship 1352 Johnston B. Sprott, Liverpool

Robert Ritson & Co., Maryport
 ALLERBY (WOOD) Bark 407 Builders Sold to Greece.

R. Williamson & Son, Harrington
 BELLAPORT Bark 1065 Builders, Workington Lost at Iquique 12 Aug.1889

Scott & Co., Cartsdye, Greenock
 PERSIAN Ship 1452 Orr, Guthrie & Co., London
 MAFALDA 1904 A/S Mafalda (K.Bruusgaard), Drammen. Broken up 1923.

Robert Steele & Co., Greenock
 AVALON Bark 326 Walter Grieve, Son & Co., Greenock
 OTTERBURN Ship 1776 Robert Shankland & Co., Greenock. Hulked Plate 1887.

Robert Duncan & Co., Port Glasgow
 LYTTLETON Ship 1180 Albion Shipping Co.Lim., Glasgow. Lost N.Z.June 1886
 WESTLAND Ship 1186 Albion Shipping Co.Lim., Glasgow. Broken up 1909.

Russell & Co., Port Glasgow
 BEN LAWERS Bark 726 H. Gourlay & Co., Glasgow
 VIDYLIA 1899 Mentz, Decker & Co., Hamburg. Hulked Vigo 1927.
 CADZOW FOREST Bark 1116 John C.King & Co., Glasgow. 1896 lost off Columbia R.
 DEANFIELD Bark 1122 Robert C.MacNaughtan, Liverpool. Missing 1890.
 FALLS OF CLYDE 4mSh 1807 Wright & Breckenridge, Glasgow. Oil hulk at Ketchikan.
 MADEIRA Bark 885 Peter Denniston & Co., Glasgow. Missing 1892.
 MELANESIA Bark 1260 J.& W.Goffey, Liverpool

Birrell, Stenhouse & Co., Dumbarton
 BOTHNIA Bark 778 Wm.Nicol & Co., Liverpool
 LE CARBET 1899 Cie.des Chargeurs Coloniaux, Havre. Scrapped 1913.
 BRODICK BAY Bark 778 Hatfield, Cameron & Co., Glasgow
 CAMPANA (Italian; apparently hulked about 1906)
 CAMPANA B (steamer) 1918 M. Allende & Co., Montevideo
 MARI CHU 1921 Cia.de Nav.Bengolea, Barcelona
 BIANCA BIANCHI 1924
 ORETO 1925 Gius.Messina Tabusco, Genoa.
 INCH MURREN Ship 1318 Clutha Shipping Co., Glasgow. Abandoned afire 1889.
 RYEVALE Bark 823 Wm.Wylie & Co., Glasgow
 APHRODITE (German) Lost July 1905.
 SELKIRKSHIRE Bark 1272 Thomas Law & Co., Glasgow
 AVENTA 1905 (Norwegian) Lost October 1905.

A. McMillan & Son, The Dockyard, Dumbarton
 CHARLES WORSLEY Ship 1396 W.& C.Battersby & Co., Liverpool. Abandoned afire '85.
 CRAIG ARD Bark 845 Thomson, Dickie & Co., Glasgow
 GUY MANNERING Bark 838 James Hunter, Glasgow Lost Staten Land 16 Dec.1892.
 MACBETH Ship 1609 Builders Lost 24 Aug.1882, d'Affres Shl.
 MOUNTSTUART Ship 1273 Hunter, Sherriff & Co., Glasgow.
 PRIMO
 N.S.DEL BOSCHETTO 1912 F.Dodero, Genoa
 NOSTRA SIGNORA DEL BOSCHETTO F.Dodero, Genoa. Wrecked Jan.1919, Bahamas.

Barclay, Curle & Co., Glasgow
 ARGUS Ship 1616 A.& J.H.Carmichael & Co., Glasgow
 ASKØY 1907 Jens Marcussen, Lyngør. Wrecked S.Pac.28 Dec.1911
 COUNTY OF CROMARTY 4mS 1720 R.& J.Craig, Glasgow Wrecked ECSA, 8 Aug.1878.
 COUNTY OF DUMFRIES 4mS 1718 R & J.Craig, Glasgow.
 SORINTO 1906 (Russian) 8 Nov.1906 wrecked Prince Edward I.
 (continued)

Barclay, Curle & Co., Whiteinch, Glasgow (continued)

COUNTY OF HADDINGTON 4mS 1943 R. & J. Craig, Glasgow. Missing since 2 Feb. 1901

COUNTY OF KINROSS 4mS 1719 R. & J. Craig, Glasgow.

MARPESIA 1906 Red. A/S Marpesia (K. Bruusgaard), Drammen

SALINERA ESPANOLA 1921 Hulk. Spanish Salt Co., Buenos Aires

COUNTY OF SELKIRK 4mS 1943 R. & J. Craig, Glasgow. Missing since 31 Dec. 1905

INCH KEITH Ship 1298 Clutha Shipping Co., Glasgow

FEDE 1897 Angelo Repetto, Genoa. Submarined 8 Aug. 1916.

Charles Connell & Co., Scotstoun, Whiteinch, Glasgow

FIERY CROSS Ship 1456 John D. Clink, Greenock. Submarined July 1915.

FIONA Ship 1450 John D. Clink, Greenock. Lost with all hands Dec. 1882.

WATERLOO 4mS 1976 W. & A. Brown & Co., Glasgow. Scrapped Oct. 1910.

Dobie & Co., Govan, Glasgow

ARDMILLAN Ship 1729 J. & A. Allan, Glasgow

ALIDA 1896 E. Tobias, Elsfleth. Lost at Iquique, 1896-97.

CYNISCA Bark 893 Hugh McEwan, Ayr

VIDUCO (German) Missing since Dec. 1899

DUNFILLAN Ship 1301 Wm. Ross & Co., London

NOACH I Scheepvaart Zuid Holland, Rotterdam. Missing 1893.

FIRTH OF LORN Bark 877 James Spencer & Co., Glasgow

EMILIE LASSEN 1899 (German)

FORT DE FRANCE 1901 Union des Chargeurs Coloniaux, Havre. Scrapped 1923.

GLENCAIRN 4mBk 1620 J. & A. Allan, Glasgow. July 1907 wrecked Tierra del F.

TRONGATE Bark 987 Edward L. Alexander & Co., Glasgow. 1909 hulked.

LUIS A. GONI 1917 Borquez y Cia., Valparaiso.

MANOLO 1919 Irala y Ugalde, Bilbao

David & William Henderson & Co., Partick, Glasgow

DUNBLANE Bark 752 James Dunn & Sons, Glasgow

JOSEPH CRAIG J. J. Craig, Auckland, N.Z. Wrecked 7 Aug. 1914.

LAMMERLAW Bark 781 Wood Bros. & Co., Liverpool. Wrecked 30 Oct. 1881.

CLAN GRANT Bark 1055 Thomas Dunlop & Sons, Glasgow. Out of registers 1905.

A. & J. Inglis, Point Ho, Glasgow

LOCH SUNART Ship 1285 General Shipping Co., Glasgow. Lost 11 Jan. 1879.

Alexander Stephen & Sons, Linthouse, Glasgow

ALICE PLATT Bark 1139 John Lloyd Jr., Liverpool. Wrecked Iquique Jan. 1891.

GOETHE Bark 1209 D. H. Wätjen & Co., Bremen. Lost 1880 Rangoon-Bremen.

HANNAH LANGLES Bark 1332 David Law, Glasgow. Wrecked 9 Dec. 1891.

LESMONA Bark 1144 D. H. Wätjen & Co., Bremen. Lost 1880 S. Fran.-Bremen.

PALALA Bark 1030 Bullard, King & Co., London. Lost 1884 on Madagascar.

James & George Thomson, Clydebank, Glasgow

BAY OF CADIZ (STL) Ship 1700 J. & G. Bulloch & Co., London. Missing since 20 Oct. '88.

James Geddie, Jr., Garmouth

VENTURE (WOOD) Bktn 257 Builder, Banff. Abandoned 3 Mar. 1892, N. Atlantic.

VIKING (WOOD) Sch 102 John Henderson, Inverness

James Geddie, Kingston-on-Spey

SWIFTSURE (WOOD) Bktn 345 Builder, Banff

William Kinloch, Kingston-on-Spey

EMULATOR (WOOD) Sch 171 W. Gordon, Frasersburg

INDIAN CHIEF (") Bktn 339 Builder, Banff

KAFFIR CHIEF (") Bktn 336 Builder, Banff. 20 Sept. 1892 lost near Montevideo.

Alexander Hall & Co., Footdee, Aberdeen
SCOTTISH PRINCE Bark 950 McInwraith, McEachern & Co., London. Wrecked Feb.1887.

Walter Hood & Co., Aberdeen
CIMBA Ship 1174 Alexander Nicol & Co., Aberdeen. Wrecked Aug.1915.

Alexander Stephen & Sons, Dundee
EASTERHILL Bark 915 Robert Gilchrist & Co., Glasgow
TANA Telléf Lassen, Arendal 8 Dec.'24 sunk off Skagen.
EDGBASTON Bark 912 Thomas Frost Jr., Liverpool
VESTA 1880 D.H. Wätjen & Co., Bremen. 1880 wrecked Patagonia.

The Tay Shipbuilding Co., Dundee
EDEN (WOOD) Bark 320 Robertson Bros., Dundee
EVA 1903 A/S Eva (H.Skougaard), Langesund. Submarined 22 Apr.'15.

Jn. Key & Sons, Kinghorn
LARGO BAY Bark 1274 Hatfield, Cameron & Co., Glasgow. Scrapped 1910.

Inverkeithing Foundry Co., Inverkeithing
THE DEAN Bktn 214 D.R.Simpson & Co., Wick
LA BRETESCHE
HUMOR Wilken, Stehr & Co., Hamburg

Roy & Mitchell, North Alloa
OCHILVALE (WOOD) Bark 465 Builders
GALEOTA 1879 G.Turnbull & Co., Glasgow
LORENZO (Spanish)

Harland & Wolff, Belfast
G.W. WOLFF Ship 1743 Samuel Lawther, Belfast. Lost in Bass St. 8 Aug.1912
(launched 28 Sept.1878 as ATEROITE; built on speculation as sister to next)
SLIEVE ROE Ship 1749 Wm.P.Sinclair & Co., Liverpool. Broken up 1910.

SAILING SHIP NEWS

DANMARK, Dan.aux.tr.ship. 19 Oct.left Cadiz; 19th Montevideo; 8 June arr Hamburg.
30 Oct.arr Las Palmas; left 3 Nov; 15 Nov PEDER MOST, 3m.sch. Bought from Sørensen
arr St.Vincent; left 22d; 17 Dec.arr St. of Svendborg by Scots Outward Bound Sea
Croix; 20th arr St.Thomas; 27th arr St. School; refitting as training ship at
John; 2 Jan.left; 11 Jan.left Kingston, Ring-Andersen's yard.
Ja; 28 Jan left Galveston; 12 Feb.arr Ber-STATSRAAD LEHMKUHL, Nor.aux.tr.ship. 12
muda; returned to Denmark in March. June left Bergen for Madeira and New York.
EAGLE, USCG aux tr bk. Arr Glasgow 21d frm STAR OF THE SEA, 4m.sch. 11/12 June arr
N.London; 24 June left Clyde for Havre. Hempstead, L.I., for the summer. Now
MADALAN, Port.aux.bgn. 7 Feb.left St.Vin- owned by Cadet-Midshipman Training Corps.
cent for Fogo; 10 Mar arr St.Vincent; 21 Will serve as a summer camp for 50 boys,
Mar left St.Vincent for Praia; 11 Apr arr who will help refit her.
Bissao from May 1; 23 Apr.left Bissao SUNBEAM II., Swed.aux.3m.T/S tr.sch. Now
for Praia; 14 June left St.Vincent for owned Malmö; refitting for training as
Pto. Praia. FLYING CLIPPER.
MERCATOR, Belg.aux.tr.bkn. 5 Jan left Ant- TE VEGA, aux.sch. Left Newport Beach, Cal.,
werp; 11 Feb.arr Ft.de France; 2 Mar bft 10 June for Honolulu. Will engage in a
Havana; 1 Apr.arr Antwerp. 18 May left luxury run between Honolulu and Tahiti,
Antwerp; psd.Gibraltar 29 May; 7 June fare \$65 per day.
left Barcelona; 16th left Naples. (With thanks for items to Ed Collins, A.G.
NIPPON MARU, Jap.aux.4m.tr.bk. 9 June arr Hallock, Giles Tod, Kenneth Lodewick, and
Portland, O; left 17th for home via Hono-Alan Villiers, who writes he has just made
lulu. Was rerigged in 1952. another trip to the Grand Banks in the
PAMIR, Ger.aux.4m.tr.bk. 19 Feb.had prop. new Portuguese hospital ship GIL EANES.)
fouled; 20th in St.Helens Rds.to clear it;